```
? ds

Set     Items    Description
S1        454    TERMINAL (15N) (VARIES OR VARY OR CHANGES OR MODIFIES) (15-
                   N) (CHARGES OR TARIFF OR RATE)
S2        636    TERMINAL (15N) (VARIE? OR VARY OR CHANGES OR MODIFIES) (15-
                   N) (CHARGES OR TARIFF OR RATE)
S3       1133    TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE?) -
                   (15N) (CHARGES OR TARIFF OR RATE)
S4       1165    TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE? OR
                   MODIFY???) (15N) (CHARGES OR TARIFF OR RATE)
S5        930    RD  (unique items)
S6          1    S4 AND (NETWORK (5N) CONGEST???)
?
? t s6/3,k/all

 6/3,K/1     (Item 1 from file: 15)
DIALOG(R)File  15:ABI/Inform(R)
(c) 2008 ProQuest Info&Learning. All rts. reserv.

00980346  96-29739
ATM    connection    and    traffic    management    schemes    for    multimedia
internetworking
Iwata, A; Mori, N; Ikeda, C; Suzuki, H; Ott, M
Communications of the ACM  v38n2  PP: 72-89  Feb 1995
ISSN: 0001-0782  JRNL CODE: ACM
WORD COUNT: 10635

...TEXT: schemes, which enable each user to dynamically adjust the cell
transmission rate according to the network congestion status.
These schemes should be developed so as to eliminate the difficulty of
having individual...the bandwidth for each burst by adaptively adjusting
the peak bandwidth to the degree of network congestion.

Multimedia on Demand over ATM

The prototype system was developed to realize the integration of...loaded,
the bursts can be transmitted with low latency, as in conventional LANs.
Once the network becomes congested, however, cells may be lost
by the buffer overflow from the ATM switch. In order...The FECN threshold
chosen should be smaller than the backpressure thresholds, so that
ECN-based rate control can be activated when the queue length reaches
the backpressure threshold. This makes the backpressure-controlled periods
short and should reduce HOL blocking among the nodes. At each
terminal, the peak rate is changed according to the RM
cell information. The rate change policy is multiplicative
decrease and additive increase, since this combination gives the best
performance with...?
```

```
? ds

Set     Items    Description
S1       454    TERMINAL (15N) (VARIES OR VARY OR CHANGES OR MODIFIES) (15-
                 N) (CHARGES OR TARIFF OR RATE)
S2       636    TERMINAL (15N) (VARIE? OR VARY OR CHANGES OR MODIFIES) (15-
                 N) (CHARGES OR TARIFF OR RATE)
S3      1133    TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE?) -
                 (15N) (CHARGES OR TARIFF OR RATE)
S4      1165    TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE? OR
                 MODIFY???) (15N) (CHARGES OR TARIFF OR RATE)
S5       930    RD  (unique items)
S6         1    S4 AND (NETWORK (5N) CONGEST???)
S7         0    S5 AND (CALCULAT??? (5N) CHARG??? 10(N)(CHARGE OR TARIFF OR
                 RATE))
S8        26    S5 AND CONGESTION
?
? t s8/3,k/all

 8/3,K/1    (Item 1 from file: 15)
DIALOG(R)File  15:ABI/Inform(R)
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00980346  96-29739
ATM   connection   and   traffic   management   schemes   for   multimedia
internetworking
Iwata, A; Mori, N; Ikeda, C; Suzuki, H; Ott, M
Communications of the ACM  v38n2  PP: 72-89  Feb 1995
ISSN: 0001-0782  JRNL CODE: ACM
WORD COUNT: 10635
```

...TEXT: ATM traffic management control is responsible for this function.
Traffic service classification, bandwidth reservation, and congestion
control strategies for each class are the main problems that need to be
solved in...

...which enable each user to dynamically adjust the cell transmission rate
according to the network congestion status. These schemes should be
developed so as to eliminate the difficulty of having individual...stream
class.

Regarding the traffic control policies for LAN and Internet environments,
using only preventive congestion controls, such as call admission
control (CAC) and usage parameter control (UPC), would not result...
...as average rate and burst duration. Therefore, to simplify traffic
management, the authors propose reactive congestion control based on
the three different classes named previously.

The guaranteed stream class handles stream...

...class traffic are statistically multiplexed at the cell level and the
burst level, respectively, reactive congestion control is required
for both classes. The best effort class handles conventional computer
communication services...

...3]. Rate control with feedback control information, one of the most
promising means of adaptive congestion control, is now being studied

intensively in the ATM Forum. Backpressure control is combined with...

...bandwidth for each burst by adaptively adjusting the peak bandwidth to the degree of network congestion.

Multimedia on Demand over ATM

The prototype system was developed to realize the integration of...overview for individual traffic control schemes for these classes. Then we discuss the proposed reactive congestion control scheme in detail and compare it with the current ATM Forum congestion control discussion.

Service Classes

An ATM LAN is expected to offer not only existing LAN...

...However, since even such a buffer cannot avoid cell losses completely, in overload situations, reactive congestion control (described later) is required.

Guaranteed Burst Class. This class is for high-speed file...

...is large and throughput/delay degradation occurs, as in the best effort class. Therefore, reactive congestion control is required.

Guaranteed Stream Class. This class is for stream-type data traffic, such ...

...Based on such reasoning, we propose two different classes for ABR class data transmission.
Reactive Congestion Control

Best effort class traffic and guaranteed burst class traffic are statistically multiplexed in a cell level and a burst level, respectively. Therefore, if no congestion controls are applied to these classes, cell losses or burst reservation blockings become higher during...

...packet retransmissions from source terminals. When such traffic increases, especially in multi-hop networks, nonpreferable congestion and serious throughput degradation appear, to the point where no burst can get through the...

...terminals send data at a high peak rate.

Regarding control policies for ATM LANs, preventive congestion controls, such as CAC and UPC, which have been investigated for public ATM networks, are...

...parameters declared by the users such as average rate and burst duration. As in conventional congestion control schemes in LANs, such as TCP's window control and source quench control, traffic...
...be accomplished by individual terminals reactively rather than preventively. In this section, we propose reactive congestion controls for both classes.

In the ATM Forum, two kinds of congestion control schemes for ABR services have been proposed: closed-loop rate-based control [2] and...

enhanced proportional rate control algorithm" (EPRCA). In EPRCA, not only the binary information concerning the congestion status but also the rate information, which indicates the maximum rate the source can transmit ...

...because rate-based control works effectively. In order to solve such problems, we propose a congestion control scheme for each traffic class, as described in the following section.

Congestion Controls for the Best Effort Class. For the best effort class, simple rate-based control ...

...Figure 9 shows an example of flow control for this combination method.[Figure 9 omitted] Congestion is detected by monitoring the queue size at an individual switch. Two kinds of thresholds...
...if the queue length is above the FECN threshold, the switch sets the explicit forward congestion indication (EFCI) state in the payload type field for the cell header to "congestion experienced" and forwards the cell to the destination. At the destination terminal, when the cell set to "congestion experienced" arrives, the congestion information is sent back to the source terminal. A resource management (RM) cell (with PT...

...The FECN threshold chosen should be smaller than the backpressure thresholds, so that ECN-based rate control can be activated when the queue length reaches the backpressure threshold. This makes the backpressure-controlled periods short and should reduce HOL blocking among the nodes. At each terminal, the peak rate is changed according to the RM cell information. The rate change policy is multiplicative decrease and additive increase, since this combination gives the best performance with...

...the best throughput. The details of the simulation model and results were presented in [9].

Congestion Control for the Guaranteed Burst Class. For the guaranteed burst class, FRP is carried out...corresponding to the network status. ACK/NACK cells are used to detect the degree o congestion. In the proposed adaptive rate control scheme, the source reduces and increases the peak rate...

...employs a high-speed (2.4 Gbps) ATM switch with appropriate addressing/routing/signaling and congestion control, and application software to enable fast and reliable workstation access to video/image information...

...with a JPEG compression board and an ATM interface;

3. ATM addressing/routing/signaling and congestion control;

4. application software for distributed multimedia documents and video on demand; and

5. multimedia...

...format, etc. It has a control port with a Sparc processor for implementing signaling/routing/congestion control functions.

Workstations Platform
Standard Sun Sparc-10 workstations are used as platforms for this OS and
X-windows software environment.

ATM Addressing/Routing/Signaling and Congestion Control

This prototype system supports IP protocol over ATM as one of the network
layer...

...path by both next hop transit gateway ATM address and destination IP
address.

Regarding ATM congestion control, as described in the section on the
traffic management scheme, the prototype system has...

...to-send" allocation message (switch controller to terminal), has been
defined. On the other hand, congestion control for best effort
service is under development.

The control function implemented in the prototype...three different
classes: best effort class, guaranteed burst class, and guaranteed stream
class. Since preventive congestion control, like CAC and UPC, is
difficult to use in predicting QOS for most LAN services, an
adaptive/reactive congestion control is employed for them. The
rate-based control + backpressure mechanism is used for the...

...to a distributed multimedia computing environment. In the future, an
effective multicast routing/signaling and congestion control protocol
will be considered in detail. As for integration of a multimedia
application with...

...5. Chiu, D.M., and Jain, R. Analysis of the increase and decrease
algorithms for congestion avoidance in computer networks. Comput.
Networks and ISDN Sys. 17, 1 (June 1989),

6. Cole...

...draft, draft-ietf-rolc-nhrp-02.txt, Aug. 1994.

9. Ikeda, C., et al. Adaptative congestion control schemes for
ATMLANs. In Proceedings of IEEE Infocom'94 2, 6d. 4 (June 1994...

...TEXT: These pilot projects will enable a number of uncertain issues such
as traffic control and congestion to be tested. The pilot test will

also enable operators to more accurately assess user...

...specification is stabilized. Within the Brehat Project the multiservice
equipment is being deployed in a variety of applications; in the
customer access domain as a multiservice concentrator with switching
functions; and in the operator access domain as a multi-bit rate ATM
concentrator linked with terminal adaptation and switching functions.

TRT is also working on the development of an ATM adaptation...

 8/3,K/3   (Item 3 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)

...TEXT: line. Port costs are included in the ocean rates charged to
multinationals. While these expenses vary sharply among ports, they
typically average between $300 and $500 per container and include tugboat
and pilot fees, berthing and port container levies, terminal
charges and per-container charges for union pension funds.

SAVING TIME

Port selection also determines transit time. A wrong choice...rush
shipments to customers nationwide, but now Portland is picked for
deliveries to the warehouse.

CONGESTION IN LALA LAND
In Southern California as well, the influx of Asian cargo has had...

...Angeles and Long Beach--the nation's No. 1 port area--are experiencing
the same congestion and delays that have hurt New York. So customers
are reducing their dependency on the...the mid-1980s. The problems are
multiple, including high labor costs, expensive carrier service, truck
congestion and erratic links with trains headed inland. As a result,
companies have been forced to...

...by the association concludes that two-thirds of container ports in the
nation face growing congestion on access routes.

Worse, half of the ports suffer poor rail service. These access problems...

...is crucial to "make our ports more efficient."

Competition will force all ports to solve congestion problems sooner
rather than later. International trade is only going to keep expanding, and
the...

 8/3,K/4   (Item 4 from file: 15)

...TEXT: recovery of FAA budget costs also does not include any noise costs
or delay or congestion costs imposed on other users and the and cargo
carried onboard. Thus, users are not...

...facilities become saturated, not only does the cost of production rise
for ATC services, but congestion and delay costs are imposed on other
users of the system. At present, none of...

...depend on the type of facility landed at, the time of day to account for
congestion, and other factors related to the cost of the service
being consumed. A problem would be to identify whether congestion is
due to terminal airspace scarcity or airport runway capacity scarcity. As
long as only...
...and reimbursement for the provision of en route navigation services.)
Most European countries also employ terminal air navigation
charges and airport landing fees as well as en route navigation
charges. Charging formulas promulgated by the Eurocontrol partially
recognize that the costs of providing en route air traffic services do not
vary depending on the number of people onboard. Their formula charges
for time in the system...fees are inefficient because they do not take into
account the costs of noise or congestion. They also may be
inefficient because prices for landings may be below cost especially at...

...aircraft from the airport. If Massport had charged peak-hour fees only
during periods of congestion, it may have been successful in moving
to a more market based pricing system.

Non...

...of the aircraft. To the extent costs are reflective of resource costs
including noise and congestion and prices are set accordingly, a
weight based landing fee may be appropriate at an...raise also need to be
modified. Some appropriate categories of costs such as noise and
congestion represent non-monetary costs and may not be included in
the cost base under certain...
...the largest difficulty will be to develop appropriate prices for
externalities such as noise and congestion.

IV. AVIATION PUBLIC ENTERPRISES

REGULATORY STRUCTURES

Undoubtedly, some form of economic regulation will be required...of
resources consumed. Further improvements such as including the full social
cost of noise and congestion may improve resource allocation even
more. The recent Federal Budget mandates a national noise policy...

...Policy," Yale Journal on Regulation. 4(2); 393-494.

----. (1969). "Landing Fees and the Airport Congestion Problem,"
Journal of Law and Economics. 12:79-108.

Morrison, Steven A. (1983). "Estimation of...

 8/3,K/5   (Item 5 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
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00642892 92-57832
Getting It There: Sea Saw
Bowman, Robert J.
World Trade v5n8 PP: 84, 86 Oct 1992
JRNL CODE: WLD
WORD COUNT: 1510

ABSTRACT: The Transpacific Westbound Rate Agreement (TWRA), a rate
-setting group of carriers from North America to Asia, keeps a
variety of charges and surcharges on tap covering
documentation, equipment, value-added tax, fluctuating fuel prices and
currency rates, terminal handling at both ends, and container
freight-station deliveries. Not all charges are applicable in every
trade. They come and go with regularity, depending on the situation...
...TEXT: s considerably more to Central and South America."

The Transpacific Westbound Rate Agreement (TWRA), a rate-setting
group of carriers from North America to Asia, keeps a variety of
charges and surcharges on tap covering documentation, equipment,
value-added tax, fluctuating fuel prices and currency rates, terminal
handling at both ends, and container freight-station deliveries. In
addition, shippers in just about any trade can expect to pay stiff
congestion charges to locations suffering from dock strikes or
lacking state-of-the-art cargo facilities. Or...

...intermodal carriers. In the first category are fuel costs, exchange-rate
shifts, missed schedules, port congestion, and strikes. In the second
are charges for terminal handling and receiving, documentation, storage,
container...

 8/3,K/6   (Item 1 from file: 275)
DIALOG(R)File 275:Gale Group Computer DB(TM)
(c) 2008 The Gale Group. All rts. reserv.

01290990   SUPPLIER NUMBER: 07113246   (USE FORMAT 7 OR 9 FOR FULL TEXT)
An integrated voice and data network based on virtual circuits. (technical)
Coackley, Robert; Steadman, Howard L.
Hewlett-Packard Journal, v40, n1, p42(8)
Feb, 1989
DOCUMENT TYPE: technical   ISSN: 0018-1153   LANGUAGE: ENGLISH
RECORD TYPE: FULLTEXT; ABSTRACT
WORD COUNT: 6173   LINE COUNT: 00490

...   interesting to note that advanced voice transmission techniques

such as TASI (pause compression) and variable-rate encoding, can be
implemented solely by changes to the terminal equipment and
place no special demands upon the network.
     The network provides, then, direct virtual...also contain three flow
control bits (fc), which will be referred to later.
     Flow and Congestion Control
     Flow control is a mechanism whereby a slow receiver can hold off a
fast sender. Congestion control deals with the problem of more
traffic at some point in the subnet than...

...equal treatment should be given to all members of a given service class.
     The flow/congestion control protocol chosen is based on the
concept of backpressure. The basic principle is that...

...a congested area are affected. Control then propagates to all the
sources contributing to the congestion and reduces (or stops) their
inputs, leaving other traffic sources undisturbed. The network applies
selective...

...routing objectives are:
     * Provide near optimal routes for virtual circuits
     * Distribute the traffic load
     * Control congestion
     * Maximize the number of potential virtual circuits.
     The routing strategy has three basic components:
     * A...

 8/3,K/7   (Item 1 from file: 621)
DIALOG(R)File 621:Gale Group New Prod.Annou.(R)

03312067   Supplier Number: 94388366 (USE FORMAT 007 FOR FULLTEXT)
Port Of NY/NJ Truckers Petition Federal Maritime Commission To Investigate
  Truck Detention Practices of Marine Terminals.
Business Wire, p2804
Nov 18, 2002
Language: English   Record Type: Fulltext
Document Type: Newswire; Trade
Word Count: 1095

...   NY.
     Among several violations at issue, the following constitute those
that are most significant:
     -- Port congestion
 at the Port and the terminal's "manipulation" of entry to the terminal gat
e or...

...
time combined with the waiting time inside the terminal in calculating Truc
k Detention Penalties.

     -- Port congestion
 caused by the NYTC terminals results in excessive waiting time for trucker
s within the marine...

...

to the terminal's failure to provide a road-ready chassis or container insi
de the terminal.

-- Following a dispute and arbitration concerning the payment of Truck Dete
ntion Penalties between some NYTC members and trucker members of the Bi-Sta
te, the NYTC members collectively retaliated by modifying the
Tariff
 to effectively remove the provision subject of the dispute, thereby preven
ting reasonable Truck Detention Penalties...

...adversely affected by these practices and regulations by all the ill
social effects of port congestion," it adds.
        Port congestion remains an unresolved problem that affects
truckers, importers and exporters, and the efficiency of the...

...efforts to attempt self-regulation by the NYTC members to resolve these
problems, the port congestion issues remain at the Port.
Notwithstanding, that truckers spend many hours waiting to accomplish the
...

...of the NYTC are clearly not intended to fairly compensate truckers or to
mitigate port congestion. Truck Detention Penalty Tariff provisions
as they are currently implemented, do ...Detention constitute patently
unjust and unreasonable practices and regulations," says the petition.
        "Due to port congestion, individual drivers generally are not
able to complete more than one transaction daily at the...

 8/3,K/8   (Item 1 from file: 16)
DIALOG(R)File 16:Gale Group PROMT(R)
(c) 2008 The Gale Group. All rts. reserv.

03754748   Supplier Number: 45331539 (USE FORMAT 7 FOR FULLTEXT)
SARs set to cut and paste ATM data
Electronic Engineering Times, p58
Feb 13, 1995
Language: English   Record Type: Fulltext
Document Type: Magazine/Journal; Trade
Word Count: 2164

...   resource-management (RM) cells, which contain the connection
number, the rate currently being transmitted and congestion
information. The RM cells are sent in-band and in-line with traffic on a
particular virtual circuit. If any switch along the connection's path
experiences congestion, the cell is marked accordingly on its way
through the switch.
        The terminal at the...

...then responsible for returning that cell to the sending end with some
indication of whether congestion has been experienced and whether
more bandwidth can be terminated than is currently being sent. The sender
looks at the contents of the returned RM cell and, if congestion has
been experienced, it decreases the rate. If congestion has not been
experienced, the terminal is allowed to increase its rate of transmission
to...

...the transmission rate incrementally. That permission is given in the RM
cells, which indicate that congestion is low and, accordingly, allow
the terminal to take a step-function increase in data...

...requirements on AAL silicon. First, each connection must be able to have
its own individual rate. Second, each must be able to change
its rate of transmission every cell time. That means the
terminal must take action on information received about network
capacity and must adjust each connection's transmit rate before the
next scheduled cell time. Both the receive cell detection and

 8/3,K/9   (Item 1 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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0021359812   SUPPLIER NUMBER: 153382051   (USE FORMAT 7 OR 9 FOR FULL
TEXT)
Aviation: Airports Plan $41B of Improvements, Up From Two Years Ago.
Sanchez, Humberto
Bond Buyer, 358, 32496, 5
Oct 27, 2006
ISSN: 0732-0469   LANGUAGE: English   RECORD TYPE: Fulltext
WORD COUNT: 825   LINE COUNT: 00070

...   also comes as airport operators have been planning projects that
are designed to help reduce congestion and delay, as well as
accommodate an ever-increasing number of travelers using the nation...

...that airports collect to improve their facilities.
       "Funds for airport development are derived from a variety of
sources including federal/state/local grants, bond proceeds, passenger
facility charges, airport generated funds (landing and terminal
fees, parking and concessions revenues), and tenant and third-party
financing," the report said. "The combination of funding sources and their
adequacy varies with type of airport and level of activity. The NPIAS
includes only planned development that...

 8/3,K/10   (Item 2 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2008 The Gale Group. All rts. reserv.

09644260   SUPPLIER NUMBER: 16821915   (USE FORMAT 7 OR 9 FOR FULL TEXT)
SARs set to cut and paste ATM data. (segmentation and reassembly processor
  hardware)(Technology Trends: Communications Design)(includes related
  articles on the the new ATM specifications' impact on market segments and
  the three layers of ATM)(Tutorial)
Andrews, Warner
Electronic Engineering Times, n835, p58(3)
Feb 13, 1995
DOCUMENT TYPE: Tutorial   ISSN: 0192-1541   LANGUAGE: English
RECORD TYPE: Fulltext; Abstract
WORD COUNT: 3259   LINE COUNT: 00262

...   resource-management (RM) cells, which contain the connection
number, the rate currently being transmitted and congestion

information. The RM cells are sent in-band and in-line with traffic on a
particular virtual circuit. If any switch along the connection's path
experiences congestion, the cell is marked accordingly on its way
through the switch.
      The terminal at the...

...then responsible for returning that cell to the sending end with some
indication of whether congestion has been experienced and whether
more bandwidth can be terminated than is currently being sent. The sender
looks at the contents of the returned RM cell and, if congestion has
been experienced, it decreases the rate. If congestion has not been
experienced, the terminal is allowed to increase its rate of transmission
to...

...the transmission rate incrementally. That permission is given in the RM
cells, which indicate that congestion is low and, accordingly, allow
the terminal to take a step-function increase in data...

...requirements on AAL silicon. First, each connection must be able to have
its own individual rate. Second, each must be able to change
its rate of transmission every cell time. That means the
terminal must take action on information received about network
capacity and must adjust each connection's transmit rate before the
next scheduled cell time. Both the receive cell detection and the transmit
action...

 8/3,K/11   (Item 3 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2008 The Gale Group. All rts. reserv.

07419831   SUPPLIER NUMBER: 16127759
Drayage firms add surcharges as intermodal terms tighten. (local truckers)
Watson, Rip
Journal of Commerce and Commercial, v401, n28310, p2B(1)
Sept 14, 1994
ISSN: 0361-5561   LANGUAGE: ENGLISH   RECORD TYPE: ABSTRACT

...ABSTRACT: turn around their equipment faster. In effect, some
intermodal rates increased when storage or use charges were
changed. Some rail carriers believed that the use of equipment would
increase and terminal congestion would decrease if truckers
were forced to move boxes faster. Railroads had increased intermodal rates
...

 8/3,K/12   (Item 4 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2008 The Gale Group. All rts. reserv.

04599018   SUPPLIER NUMBER: 08975317   (USE FORMAT 7 OR 9 FOR FULL TEXT)
A conversation with Daniel C. Orcutt, executive director of Indianapolis
  International Airport.
Dobie, Maureen
Indianapolis Business Journal, v10, n48, p28(2)
March 5, 1990
ISSN: 0274-4929   LANGUAGE: ENGLISH   RECORD TYPE: FULLTEXT

...   use to build improvements.
      Primary reasons for that [surplus] include increased space rental. In
the terminal building we had some vacant space. We rented a large
portion to Southwest Airlines when they came in last year. So that helped.
And increased parking revenues. We had a rate change, and that
increased our income. We also had lower operating costs than were
projected.
      So...think another airport near Chicago is viable. There's already
too much ground and airspace congestion.
      What are some important facts about this airport that most people
don't understand?
      Its...

 8/3,K/13   (Item 1 from file: 610)
DIALOG(R)File 610:Business Wire
(c) 2008 Business Wire. All rts. reserv.

00644226 20020108008B7376 (USE FORMAT 7 FOR FULLTEXT)
Los Angeles, Ontario and Van Nuys Airports to Raise Parking Rates
Business Wire
Tuesday, January 8, 2002 15:35 EST
JOURNAL CODE: BW LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT
DOCUMENT TYPE: NEWSWIRE
WORD COUNT: 825

TEXT:
...including: higher security
and operational costs for the parking lots, the need to reduce traffic
congestion near the terminals, the need to encourage travelers to use
alternative transportation, and the need...

...International Airport

DiGirolamo said the objectives of restructuring ONT parking rates are to
eliminate traffic congestion in front of the terminals and to
encourage
overnight customers to use the economy parking...

...of convenient
hourly parking in front of the terminals at a reasonable charge.

Ontario's rate changes affect Parking Lots 2, 3, and 4; the
hourly fees in the
Central Terminal Area lots; and Economy Parking Lots A, D, and F.
Rates at
Lots 2 and 4 will rise from $10 to $12 per day, with a rate of $1 per
30
minutes until the $12 daily maximum is reached. Rates at Lot...

 8/3,K/14   (Item 1 from file: 624)
DIALOG(R)File 624:McGraw-Hill Publications
(c) 2008 McGraw-Hill Co. Inc. All rts. reserv.

0001910474 IB847A030B52911DB9955F0A44EB9ED78
FERC gives nod to Cameron LNG expansion despite concerns about Louisiana
    ship channel
Inside FERC, p9
Monday, January 22, 2007
JOURNAL CODE: FERC LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT
DOCUMENT TYPE: Newsletter SECTION HEADING: LIQUEFIED NATURAL GAS
ISSN: 0163-948X
WORD COUNT: 508

TEXT:

...of a fourth full-containment storage tank.
Sempra also plans to increase the LNG unloading rate at its
terminal off the Calcasieu Channel and modify gas processing
units to permit the dilution of gas if necessary to meet gas quality...

...of the terminal berth and potential problems with ship traffic, which it
asserts would increase congestion by adding as many as 136 LNG
vessels a year to the Calcasieu Channel traffic...

 8/3,K/15   (Item 1 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
(c) 2008 Dialog. All rts. reserv.

59094091 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Airport industry officials recommend raising federal passenger facility
    charges
Mike Rice
MCCLATCHY-TRIBUNE REGIONAL NEWS - THE KANSAS CITY STAR - MISSOURI
October 03, 2007
JOURNAL CODE: KKCS   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 298

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   airports have had the option of imposing since 1990, pays for
capital improvements such as terminal and runway projects, roadways
and transit projects at airports and noise mitigation measures.
    At Kansas City International Airport, which charges the maximum
$4.50, the passenger facility charge has paid off bonds that were issued
for capital projects such as the terminal renovations.
    The change to the passenger service charge ceiling is part of a
Federal Aviation Administration reauthorization bill...

...that the ceiling be raised to $6.
    "If Congress does not address this issue, the congestion
problems that airports are having right now will keep going on," said Rick
Piccolo, chief...

 8/3,K/16   (Item 2 from file: 20)
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57073584 (USE FORMAT 7 OR 9 FOR FULLTEXT)

LOGISTICS: Steering port tariffs into fair waters
BUSINESS LINE
July 02, 2007
JOURNAL CODE: FBLN   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 693

    from BUSINESS LINE, July 02, 2007 Even as there is congestion at
both the container terminals at the Jawaharlal Nehru Port on the West
Coast, charges for handling a standard-size container (of twenty feet
unit or TEU) could vary by as much as 35 per cent depending on the
terminal it is handled at. If you routed the cargo through the
terminal operated by Gateway...

 8/3,K/17   (Item 3 from file: 20)
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52628141 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Aviation: Airports Plan $41B of Improvements, Up From Two Years Ago
Humberto Sanchez
BOND BUYER
October 27, 2006
JOURNAL CODE: TTBB   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 783

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   also comes as airport operators have been planning projects that
are designed to help reduce congestion and delay, as well as
accommodate an ever-increasing number of travelers using the nation...

...that airports collect to improve their facilities.
    "Funds for airport development are derived from a variety of
sources including federal/state/local grants, bond proceeds, passenger
facility charges, airport generated funds (landing and terminal
fees, parking and concessions revenues), and tenant and third-party
financing," the report said. "The combination of funding sources and their
adequacy varies with type of airport and level of activity. The NPIAS
includes only planned development that...

 8/3,K/18   (Item 4 from file: 20)
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50574657
PACER INTERNATIONAL INC
EDGAR ONLINE
August 03, 2006
JOURNAL CODE: CXEO   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 3851

    ...27A of the Securities Act of 1933, as amended, and General economic
and business conditions; Congestion, work stoppages, equipment and
capacity shortages, weather related issues and service disruptions
affecting our rail...in the cost per container due primarily to increased

fuel   costs from our underlying carriers, rate increases from our
underlying carriers and changes in business mix. In addition, local
dray costs from the port to the rail terminal increased $0.8 million
in the 2006 quarter compared to the 2005 quarter due to...

 8/3,K/19   (Item 5 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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45828521 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Newly opened dock heralds better times for Antwerp
LLOYDS LIST
November 29, 2005
JOURNAL CODE: FLL   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 696

   (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   trade soared by 11% in teu and 14% in tonnes.
     'In the first six months terminal operators were obliged to stay
on about the same level as last year,' says Mr Bruyninckx. 'But the growth
rate has completely changed in the third quarter and in the
fourth.
     'From the new year we will be...

...users.
     When it comes to barge traffic many lessons have been learnt from the
terrible congestion problems the port experienced in the summer of
last year when the situation reached crisis...

 8/3,K/20   (Item 6 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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43210281 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Airport parking rates increase
Anne Marie Kilday
KRTBN KNIGHT-RIDDER TRIBUNE BUSINESS NEWS - HOUSTON CHRONICLE - TEXAS
July 01, 2005
JOURNAL CODE: KHCN   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 577

   (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   lots unchangedHouston Airport System director Richard Vacar said in
a news release that the new rate structure and increased availability
of hourly parking will reduce traffic congestion on airport roadways.
     "Current security precautions preclude standing and unattended parking
near the terminal baggage claim exit areas," Vacar said. "Opening all
garages to hourly parking allows meeters-and-greeters   to park at the
terminal of their choice."
     There are no rate changes taking effect in the cities'
economy lots, located at both airports. Those rates will stay...

42323870 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Q1 2005 Alexander & Baldwin Earnings Conference Call - Part 1
FAIR DISCLOSURE WIRE
April 29, 2005
JOURNAL CODE: WFDW   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 4815

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   voyage.
    The yield metrics also looked fairly good. Container rates benefited
from a 3.5% rate increase, a small increase in a handling charge for
the terminal, and changes in the bunker fuel surcharge which
you'll hear more about in a few moments...our customers cargo can be
off-loaded   and   delivered   quickly.   In   a   way,   continued   port
congestion   in southern California, could actually help us by
encouraging more shippers to give Matson cargo...

41697264 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Vancouver back on track after rationing imports from Asia
Leo Ryan
LLOYDS LIST
April 11, 2005
JOURNAL CODE: FLL   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 410

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   their cargo loads by 25% a week for four weeks in March, to help
eliminate congestion .The intermodal backlog had remained at about
5,000 containers daily at Deltaport despite TSI...

...freight traffic.
    Meanwhile, as part of a recently announced Balanced Growth Program,
TSI   will   introduce   changes   to   its terminal services
tariff.
    As of today, both import and export cargo handled at the terminals
to'from truck...

27084868 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Shippers Council urges members to heed tighter rules
Russell Barling
SOUTH CHINA MORNING POST, p2

January 18, 2003
JOURNAL CODE: FSCP   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 450

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   community that even a 10 per cent rejection rate of that volume
would cause major congestion in the space-constrained terminals at
Kwai Chung.
    The tightening of procedures this month has...

... in all commercial contracts. When the shipment is delayed, there are
likely to be extra charges, such as a `change of vessel' and
overtime storage charges for rejected shipments."
    Container storage fees levied by the port's terminal operators
are known to be among the highest in Asia due to the shortage of...

 8/3,K/24   (Item 10 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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23104397 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Hike in sea freight to US
BUSINESS LINE
May 31, 2002
JOURNAL CODE: FBLN   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 603

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

    ...lines operating in and out of the US from May 1, and a Suez Port
Congestion Surcharge of $225 per TEU from June 1.
    Exports to the US from India by...
...   increase by $150 per TEU to about $900 per TEU (indicative). The
freight includes the terminal handling charges, sources said.
    Rising levels of cargo volume and vessel use have encouraged the
shipping lines to add another round of higher tariff charges
varying between $200 and $250 per TEU. The additional tariff will be
effective from June 1...

 8/3,K/25   (Item 11 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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04470488 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Indianapolis Mayor Wants New Terminal, Other Improvements for Airport
Sean Horgan
KRTBN KNIGHT-RIDDER TRIBUNE BUSINESS NEWS (INDIANAPOLIS STAR AND NEWS)
February 26, 1999
JOURNAL CODE: KISN   LANGUAGE: English   RECORD TYPE: FULLTEXT
WORD COUNT: 746

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   affecting the commuting time from Downtown.

"The near-term problem at the airport is traffic congestion, not
passenger congestion ," Goldsmith said. "But inevitably, we're going
to have to do a new terminal. We...

...necessary financing to complete it," Wells said.
    Wells and Goldsmith said financing for a midfield terminal would
not include any local tax dollars. Instead, they said it would come from a
variety of sources, including federal grants, passenger facility
charges and debt that would be repaid by airline charges.
    Presently, airlines pay about $4 per...

  (USE FORMAT 7 OR 9 FOR FULLTEXT)

...   confederation officials.
    The buffer yard started operations on August 5 as a measure to relieve
congestion of export containers. However, there has been a service
liability of around Rs2,500 per...

... This had also resulted in duplication of procedures and poor working
conditions which, if not changed, would adversely affect trade.
    The new tariff structure means that factory-stuffed containers
brought through Jawaharlal Nehru port will now incur an additional cost
besides the terminal handling charges paid by exporters.
    An additional Rs1,500 per teu, plus warehousing charges from the
third day of arrival of the containers at the buffer yard, can be...

...000.
    'With lack of space for the balance of 6,500 containers, the trade
expects congestion to prevail in the buffer yard, defeating the very
purpose of setting it up,' agents...